

11/23/2004

FOR YOUR INFORMATION

2004-125/2-6

630561

To: Airbus Industries

Info: FAA (ASY-300, AFS-200, AFS-300, AFS-900, SEA-AEG, BOS-AEG, AAI-200, ANM-100, AEU-100), AASC, ASAP, AMFA, ALPA, APA, AIA, IAM, IATA, ICAO, ICASS, IFALPA, NATA, NBAA, NTSB, PAMA, RAA

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: A320 IN-FLIGHT ENGINE FAILURE

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Michael Jengo, Jr. at (650) 969-3969 or mjengo@mail.arc.nasa.gov.



Aviation Safety Reporting System
625 Ellis Street * Suite 305 * Mountain View * CA * 94043



ACN: 630561

Time / Day

Date : 200409
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2500

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Compressor Bearing

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 22000
Experience.Flight Time.Type : 6000
ASRS Report : 630561

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM Warning
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Aircraft Damaged
Consequence.Other : Company Review
Consequence.Other : Maintenance Action

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative

DURING TKOF AT 2500 FT LOSS OF #2 ENGINE. PERFORMED ECAM AND COM PROCS. ACCOMPLISHED OVERWT SINGLE ENGINE LNDG AFTER DECLARING EMER BACK AT ZZZ. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE ENGINE WAS A CFM56-5 AND THE CAUSE OF THE FAILURE WAS A FAILED BEARING IN THE HIGH PRESSURE COMPRESSOR SECTION. THE RPTR SAID THE ENGINE LOST CLB PERFORMANCE AND HAD HIGH VIBRATION. THE RPTR STATED THE ENGINE WAS CHANGED.

Synopsis

AN A320 ON TKOF CLB DECLARED AN EMER AND RETURNED TO DEP ARPT DUE TO LOSS OF R ENGINE PERFORMANCE AND HIGH VIBRATION. ENGINE WAS SHUT DOWN.